

COUNTRY East GermanyREPORT NO. 25X1TOPIC Doeberitz Airfield25X1EVALUATION 25X1

PLACE OBTAINED

25X1DATE OF CONTENT 29 September to 27 October 1952DATE OBTAINED 25X1

DATE PREPARED

10 December 1952REFERENCES 25X1PAGES 5 ENCLOSURES (NO. & TYPE) 2 sketches on ditto

REMARKS

DO NOT CIRCULATE

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25X1 1. [redacted] source learned that a power line was to be laid to a radio installation at Hoppenrade which belonged to Doeberitz airfield. Power for the radio installation was previously supplied by a generator.¹

25X1 2. At about 1:45 p.m. on 8 October, 35 new trucks [redacted] were being unloaded at Doeberitz airfield. All of the officers and FM involved in the activity were air force personnel.²

25X1 3. From 10 a.m. to 1 p.m. and from 2:30 to 5:30 p.m. between 2 and 4 October and on 6 October, individual flying was practiced at the field. On 20 October, about 60 IL-10s [redacted]

25X1 [redacted] The southern edge of the field was occupied by about 60 IL-10s [redacted]

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- 25X1 4. On 3 October, it was ordered that houses No 16, 20, 22, 27, 28, 29, 30 and 31 be provided with heating elements and that the attics of these houses be renovated immediately. The arrival of new troops was apparently expected because 250 new bedsteads were hauled to the barracks installations. Up to 23 October, the attics were not yet occupied, but repair work was still in progress.⁴
- 25X1 5. Between 8 and 14 October, a total of 84 new soldiers arrived and were quartered in the NSKK Kaserne. On 23 October, source determined that these soldiers had been issued uniforms and that they were assigned to the two ground battalions. They were not yet observed on military duty. On 22 October, about 150 air force soldiers arrived at the field and were quartered in building No 14. According to Lieutenant Atamanov (fnu), the soldiers were to stay in this building only three days. All the adjacent rooms and buildings were locked to prevent thefts.⁵

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6. On 9 October, source learned that the final examination of the soldiers who attended a Kech course was to be held in the presence of a commission from Werdor between 10 and 15 October. After the examination, the soldiers were to be assigned to work with German Kech workers. On 16 and 17 October, most of the Kech soldiers left by truck and were accompanied by the same officers who had transported them to Doeberitz. From talks with these officers and with Lieutenant Atamanov (fnu), source learned that the soldiers were taken to Stendal, Jueterbog, Rathenow and Werdor. The course was attended by 360 men including 112 soldiers of the units at Doeberitz airfield, i.e. 40 soldiers of Dn Kardov, 80 soldiers of Dn Kazavitski and 12 soldiers of the technical unit in House No 86. Those Kech soldiers from the above mentioned units who remained in Doeberitz were detached to the German Kech workers for practical training on 21 October. Some of them allegedly completed this training prior to 1 November.⁶
7. At 7:30 a.m. on 21 October, a siren on building No 21 sounded an alert for 10 minutes. The officers and soldiers who were having their breakfast at that time hurried into their billets. The pilot officers wearing leather jackets and helmets and carrying suitcases and map cases went through the tunnel to the airfield. From 25 to 30 soldiers wearing fur vests and helmets also rushed to the landing field. The soldiers from buildings 20, 27, 28, 29, 30 went to the field carrying gas masks. They were armed with rifles.
8. At 7:37 a.m., while the siren still sounded, the first aircraft engines were running at the field. Motor vehicles hauled kitchen utensils, tables and chairs from the kitchen in house No 21 and foodstuff and boilers from the houses 16 and 86b. At 7:45 a.m., 7 to 8 tank trucks, 1 truck with the general's car, 3 trucks with soldiers and 1 truck with aircraft parts left the yard of the barracks installation, which was formerly occupied by the motor transport training unit, and moved to Highway No 103. The vehicles stopped in front of the NSKK Kaserne. A total of about 25 trucks assembled there prior to 9:45 a.m. The soldiers and Russian women in the barracks installation were equipped with gas masks. An auxiliary aid station with medical officers, 4 nurses, 10 soldiers and 1 ambulance was established west of building No 86b. At 10:30 a.m., the siren sounded the end of the alert. Subsequently, the officers and soldiers returned from the landing field, and the trucks moved back and were unloaded.
9. No plane took off during the alert, but the aircraft engines were warmed up for 10 to 15 minutes. It is probable that no take-offs were made because of the unfavorable weather. The cloud base was at an altitude of 200 to 300 meters, and the visibility was limited to 500 meters. At 11:30 a.m., marching and saluting was practiced at the athletic field by 150 to 180 officers, including many pilots, and about 300 soldiers. At 1 p.m., this activity was terminated by a march in review by all officers and soldiers in front of the reviewing stand. During the alert, it was observed that 1 lieutenant colonel, 1 major, 3 captains and 1 officer, the latter wearing black-bordered epaulets, left the building No 19 and hurried to Heroldplatz. They probably belonged to the JMW unit which also participated in the alert.
10. At 9:30 a.m. on 18 October, 35 soldiers carrying suitcases marched from the buildings 20, 17, and 29 to Hindenburgplatz. They went on leave to the U.S.S.R. for six weeks.
11. At 6:40 on 8 October, 50 new trucks were unloaded at the loading ramp and, subsequently, parked in the garages in the NSKK Kaserne. To make room for the trucks, some of the old vehicles were parked in the open.
- 25X1 On 15 October, truck [redacted] loaded with gasoline drums and soldiers, arrived in the NSKK Kaserne. The soldiers drove eight of the new trucks [redacted] to Heroldplatz. On 23 October, the remaining 42 new trucks [redacted] were still parked in the garages of building No 85a.⁶

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12. On 10 October, six 37-mm AA guns were observed in the shrapnel-proof aircraft revetments on the northern edge of the field. The shrapnel-proof aircraft revetments on the southern edge of the field were occupied by four, probably newly arrived, AA guns of 76.2-mm or 85-mm caliber. The guns were still observed mounted on gun carriages in the revetments on 23 October. Additional 37-mm AA guns included 4 on the eastern edge of the field, 2 on the southern edge, 4 on the western edge and 2 in the northwestern corner.⁷
13. About 12 shrapnel-proof aircraft revetments were completed on the northern edge of the field by 2 October.

25X1 14. [redacted] a location sketch of the buildings in the northeastern corner of the field which were mostly used by the technical unit. Some of the former garages in these buildings were converted into offices, while the other garages housed a repair shop for engines, a welding shop with a repair shop for engines, a welding shop with a repair shop for radiators, an ordnance shop for aircraft weapons and a storage room for wings, rudder assembly parts and engines. South of the garages there was a newly erected control wooden platform for flight purposes. During air activity it was occupied by an officer who spoke into a microphone. An old bus without a motor and usually four tank trucks were parked next to the control platform during air activity.

15. At 2:15 p.m. on 23 October, two V-type aircraft engines were being unloaded from a truck. The engines which were not parked in crates but only mounted on a trestle, were stored in the Riehthofen Kaserne.

16.

17. Between noon and 2 p.m. on 6 October, there was no air activity at the field. Ground attack planes were parked on the northern and eastern, and southern edges of the field. The planes could not be counted because the entire area could not be observed.

18. AA guns of an estimated caliber of 37-mm and with gun shields were emplaced on the southwestern edge of the field. A tent was observed next to the guns and beside the tent there was a mast with a line which extended to the field. Two shelters covered with beams were also observed in the area of the gun emplacement. Additional AA guns probably of the same caliber as those emplaced on the southwestern edge, were observed in the northwestern corner of the field.⁷

19. Two radio installations on a low elevation were observed west of the field. One installation consisted of a radio truck with a mast, about 12 meters high, at its side. The other radio installation had four braced masts with a wooden cabin and a small mast in the center of the square of masts.¹⁰

20. The field path toward Priort which extends at the field border along Heerstrasse, was blocked by a barrier. Therefore, the detour to Priort had to be used. While going along Heerstrasse, source was halted by a Soviet officer and a German speaking civilian, who probably also was a Russian judging his accent. The Russians inquired for source's identity card and the reason why he was in this area.

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21. In the morning of 10 October, a train loaded with 50 to 60 new trucks arrived in Elstal. The trucks were hauled to the field.

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22. On 9 October, between 4 and 6 p.m., there was no air activity at the field. No preparations for flights were observed either. After 2 p.m., on 20 October, it was heard that aircraft flew at a distance. Between 2 and 5 p.m. on 27 October, no air activity was observed. In the morning, about 40 IL-10s, including 5 with red propeller hubs were observed along Heerstrasse. Of these planes, 35 were counted. An additional 20 IL-10s were observed in front of the closed hangars on the southern edge of the field.

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23. On 9 and 27 October, six 37-mm AA guns were observed in the southwestern corner of the field. An additional six 37-mm guns were emplaced near the fuel dump. Excavating was in progress in the latter emplacement on 9 October. Underground bunkers, the roofs of which were about in line with the surface of the ground, existed in both emplacements. Smoke emerged from two stove pipes in the southwestern emplacement.

24. Four shrapnel-proof aircraft revetments were completed 50 to 60 meters southeast of the AA gun emplacements in the southwestern corner of the field. The revetments were not occupied by aircraft.

25. A low-wooden building, 3 x 6 x 3 meters, was built northwest of the field, about 50 meters west of the repair hangar. On 17 October, a tower was being erected at a corner of the wooden building. An area, about 300 meters square, was being cleared in the small woods in the northwestern corner of the field. In the middle of this square, there were six sand walls, about 20 meters long and 3 meters high, and 3 to 10 meters apart. The surface of the ground between the walls was about 1 meter deeper than the surrounding area.

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25X1 1. Comment. Toppenrade is about 4 km west of Doeberitz airfield. The radio installation observed probably is the outer low frequency approach beacon.

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25X1 2. Comment. The arrival of new trucks was observed. It is connected with the motor vehicle exchange program which is in progress among the units of the GOFU.

25X1 3. Comment. Doeberitz airfield is occupied by two ground attack regiments which are equipped with IL-10s.

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25X1 4. Comment. The building numbers are keyed to a sketch previously furnished.

25X1 5. Comment. Lieutenant Atamanov (fnu) is the tech officer. The newly arrived soldiers probably are recruits.

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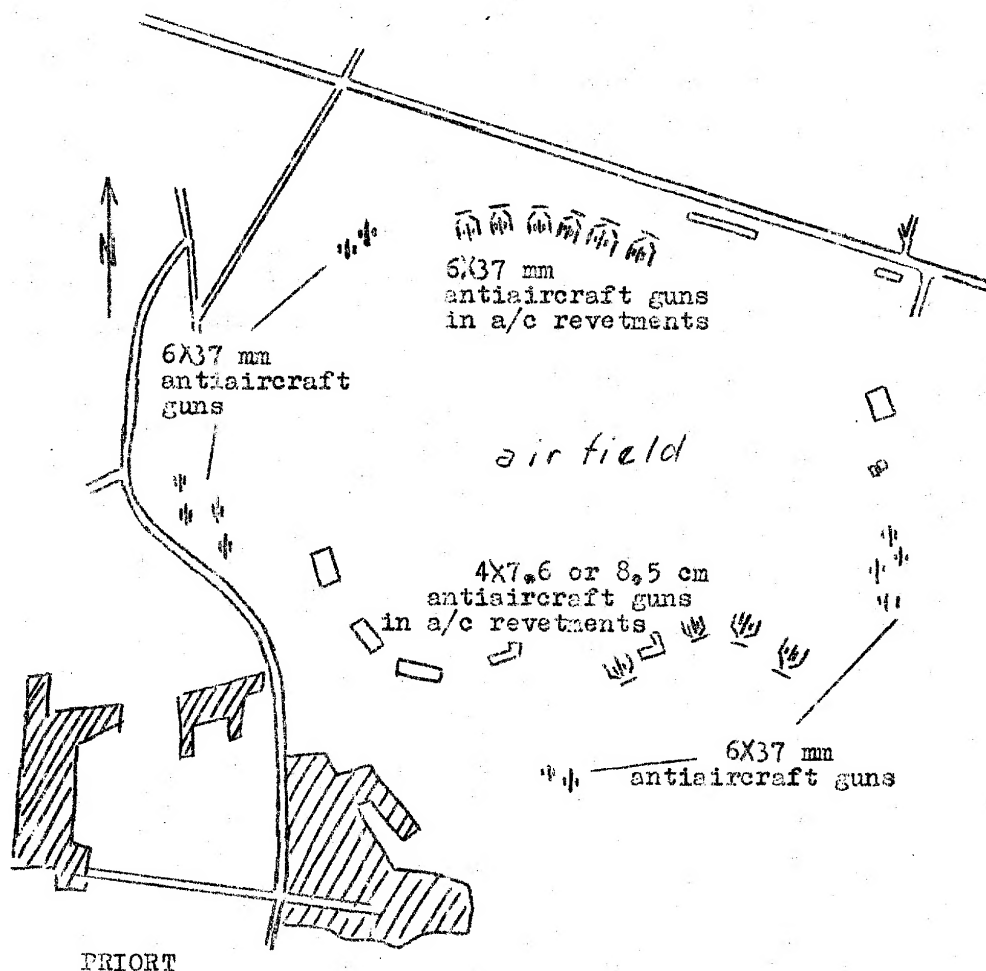
- 25X1 6. [] Comment. The Russians who are referred to as Koch soldiers are to replace the German workers employed in the barracks installation. Bn Kardov and Bn Kazavitzki are the two ground units of the ground attack regiment. [] The technical unit is a repair unit for engines. []
- 25X1 7. [] Comment. The observation of a total of 18 x 37-mm AA guns supports the previous assumption that three AA batteries of 37-mm AA guns are stationed at an airfield which is occupied by ground attack planes. It remains to be seen whether the AA battery of 35-mm or 76-mm AA guns is permanently stationed at the field. It was previously observed that AA guns of this caliber are only stationed at airfields which are occupied by bomber units. For location sketch of AA guns, see Annex 1.
- 25X1 8. [] Comment. For location sketch of buildings in the northeastern corner of the field, see Annex 2. Most of these buildings are occupied by the repair unit.
- 25X1 9. [] Comment. An AM-42 type engine is fitted in the IL-10 plane.
- 25X1 10. [] Comment. The radio installations observed are a PKV-45 DF station and the low frequency landing approach beacon.

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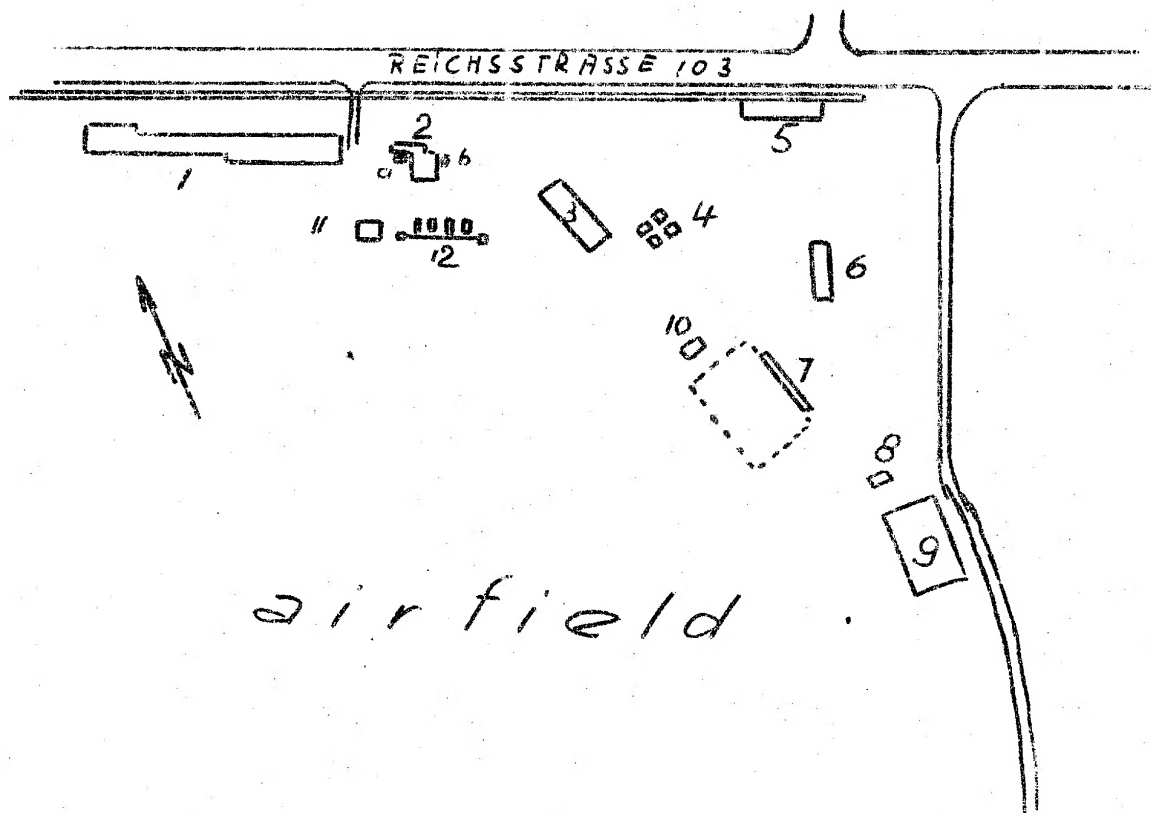
LOCATION OF AA GUNS AT DOEBERITZ AIRFIELD



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Buildings in Northeastern Corner of Doberitz Airfield



For legend, see next page.

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Legend:

1. Thirty-five garages; eastern portion housing offices, other portions used as storerooms for wings, parts of tail units and reserve motors, repair shop for tail units and radiators, welding shop, and ordnance shop for aircraft weapons.
2. Quarters for soldiers of fire department. Ammunition for aircraft weapons is stored in the garages and loaded in ammunition belts.
 - a. Location of fire truck.
 - b. Location of water tank.
3. Repair shop for jet engines.
4. Test stand.
5. Warehouse at loading ramp, not used.
6. Pig sty and dog kennel.
7. Former offices of repair hangar, destroyed.
8. Storeroom for crates.
9. Wooden repair hangar; aircraft are spray-painted there.

Note. The items mentioned above are drawn to scale, while the following items are not to scale.

10. Former air raid shelter converted into command post and subdivided by wooden walls. Telephone and radio antenna are available.
11. Newly erected wooden platform used for flight control purposes, 2 meters high, 2.5 meters square, railing 1.5 meters high, without roof.
12. Antenna between two masts; tank trucks, usually four of them, are parked behind the antenna.

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